

CHAPTER TWO Designated Roadway System

In order to manage the transportation system, the CMA must first identify what is included in the system. California law requires that, at a minimum, the designated roadway system include all state highways and principal arterials.¹ In general, highways or roadways designated as part of the system shall not be removed from the system. However, under special circumstances such as relocation of a state highway, removal of a roadway segment from the CMP network can be considered. The procedure and criteria for such removal is described in the following page.

The statutes also refer to regional transportation systems as part of the required land-use analysis program.² In the 1991 CMP, it was presumed that the roadway system designated in the CMP was the highway/street component of this regional transportation system. All of that changed with the passage of the federal Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. ISTEA required MTC to develop a "metropolitan transportation system" that included both transit and highways.

MTC contracted with the congestion management agencies in the Bay Area to help develop the Metropolitan Transportation System and to use the CMPs to link land-use decisions to the Metropolitan Transportation System. The 1993 Alameda County CMP made a distinction between the CMP network used for monitoring conformance with the level of service standards and the Metropolitan Transportation System used for the CMP's land-use analysis program (see Chapter 6). The 2005 CMP continues the use of the Metropolitan Transportation System for the CMP land-use analysis program.

The primary objective of designating a CMP system is to establish a roadway system to monitor performance in relation to established level-of-service standards. If standards are not being maintained on a specific roadway in the designated system, actions must be taken to address problems on that facility, or plans must be developed to improve the overall level of service of the system and improve air quality.

The roadway system must be detailed enough to identify significant impacts, yet still be manageable for administration. The advantage of designating a relatively detailed CMP roadway system is that it may be easier to establish a linkage between proposed development projects and their impact on the CMP system. However, too large a CMP system could become difficult and expensive for local agencies to monitor. The criteria established below attempt to strike this balance. The effectiveness of the system and the criteria that established it will be periodically reviewed to determine if changes are warranted.

RELATIONSHIP TO REGIONAL TRANSPORTATION PLAN

Given the statutory requirement that MTC must find the CMP consistent with the *Regional Transportation Plan* (RTP), the designated CMP system should be a subset of the RTP's Metropolitan Transportation System. This should help to ensure regional consistency among the various CMP-

¹ California Government Code Section 65089(b)(1)(A)

² California Government Code Section 65089(b)(4)

designated systems, particularly for facilities that cross county borders. As noted above, the Metropolitan Transportation System is a requirement resulting from the 1991 federal transportation act. The Alameda County CMA's long-range *Countywide Transportation Plan* is the primary vehicle for coordination with the Metropolitan Transportation System. Continued coordination will be necessary to ensure consistency between Alameda County's CMP system and the Metropolitan Transportation System.

DESIGNATED CMP SYSTEM

Criteria

While the statutes require existing state highways be designated part of the CMP system, they provide no guidance for the selection of principal arterials to be included in the CMP network. After evaluation of several possible methods, the 1991 Alameda County CMP adopted an approach that provided for the systematic selection of principal arterials to include in the CMP network.

The selected approach, which met MTC's expectations for a "reasonable" CMP network designation method, relies on a concept that is central to the CMP legislation—the identification of a system that carries a majority of the vehicle trips countywide. Using the countywide travel model, an average daily traffic volume was identified that would produce a system of roadways carrying at least 70 percent of the vehicle miles traveled countywide. This approach yielded an average daily traffic of roughly 30,000 vehicles per day as a minimum threshold. Additional criteria were included to refine the definition.

The following criteria are used to establish the designated CMP roadway system:

All State Highways

- If a route is relocated or removed from the State Highway System, it will be evaluated according to the principal arterial criteria to determine whether it should remain in the CMP system.

Criteria for Inclusion of Principal Arterials (*Note: All four criteria must be met*)

- Must carry 30,000 vehicles per day (average daily traffic) for at least one mile
- Must be a roadway with four or more lanes
- Must be a major cross-town connector, traversing from one side of town to the opposite side
- Must connect at both ends to another CMP route, unless the route terminates at a major activity center

The criteria for adding roadways to the CMP network will be reviewed every four years, beginning with the 1999 CMP. The criteria for adding roadways were reviewed by the CMA and the Alameda County Transportation Advisory Committee (ACTAC) in conjunction with the update of the 1999 CMP. It was determined at that time the existing criteria were appropriate and should not be modified.

ACTAC again reviewed the criteria for designating roadways in spring 2005 and found that it continued to meet the original criteria of capturing a significant amount of the system carrying the highest volume of

travel. It was recommended that no changes be made to the criteria. Regarding the approach to adding new roadway segments on the CMP network, it was recommended that in view of the liability to remediate any LOS F condition for which no funding is available, until any additional funding or new financial sources become available, the current system of the jurisdictions proposing addition of new segments on a voluntary basis continue.

The following procedure and schedule for adding roadways to the CMP-designated system and reviewing criteria was approved by the CMA Board. The jurisdictions will review their roadway systems for routes that may meet the Criteria for Inclusion of Principal Arterials. For potential routes, each jurisdiction will conduct 24-hour traffic counts for a period including a Tuesday through Thursday of a typical week. Traffic counts should be taken around the first week in April 2007. The schedule is shown in Table 2.

Each jurisdiction must submit potential CMP-designated routes to the CMA by June 30, 2007. The identification of routes must be based on 24-hour counts taken in spring 2007. This was last requested in 2004. No new roadways were added that time.

THE CMP SYSTEM

Table 2 lists the designated CMP system including all state highways and principal arterials that satisfy the above criteria. The entire CMP-designated system is illustrated in Figure 1. More detailed maps of the CMP-designated system for each area within Alameda County are shown in Figures 2 through 5.

The characteristics of the designated system determined in 1991 are as follows:

- The Alameda County CMP system carried 72 percent of the countywide vehicle miles traveled (VMT).
- The CMP network contains 232 miles of roadways. Of this total, 134 miles (58 percent) are interstate freeways, 71 miles (31 percent) are state highways (conventional highways), and 27 miles (11 percent) are city/county arterials.

The Metropolitan Transportation System designated by MTC is also shown in Figure 2 through Figure 5. The Metropolitan Transportation System transit corridors are shown in Figure 6 and Figure 7. The system includes the entire CMP-designated roadway system together with major arterials, transit services, rail, maritime ports, airports and transfer hubs that are critical to the region's movement of people and freight.

Local Government Responsibilities

In order to be found in conformance with the CMP, local jurisdictions must by June 30, 2007, submit a list of potential CMP-designated routes based on spring 2007 24-hour counts.

Table 2 — Schedule for CMP-Designated System

TASK	WHO	WHEN
Identify Potential Routes	Jurisdictions	January 2007
Review Routes	ACTAC/Board	February 2007
Collect Traffic Data	Jurisdictions	March/April 2007
Review Data	ACTAC/Board	May 2007
Select CMP Designated Routes	ACTAC/Board	June 2007
Incorporate Routes in 2007 CMP	ACTAC/Board	June 2007
Review Criteria for Adding Roadways	Jurisdictions	January 2009
Update Criteria in 2009 CMP	ACTAC/Board	June 2009

Note: Criteria for adding roadways will be reviewed in one CMP update and the adopted criteria will be applied to identify potential routes in the subsequent CMP update.

Table 3 — CMP-Designated System, Route List**CITIES OF ALBANY AND BERKELEY**

Route	From	To	Criteria^{1, 2}
SR 123 (San Pablo)	Contra Costa County line	Emeryville city limit	State Route
University Ave.	I-80	Milvia St.	Satisfies criteria
University Ave.	Milvia St.	Shattuck Ave.	Connectivity ³
Shattuck Ave.	University Ave.	Haste St.	Connectivity
Shattuck Ave.	Haste St.	Derby St.	Satisfies criteria
Adeline St.	Derby St.	MLK Jr. Way	Satisfies criteria
MLK Jr. Way	Adeline St.	Oakland city limit	Satisfies criteria
SR 13 (Ashby Ave)	I-80	Tunnel Rd.	State Route
SR 13 (Tunnel Rd)	Ashby Ave.	Oakland city limit	State Route
I-80/I-580	University	Central	State Route

CITY OF ALAMEDA

Route	From	To	Criteria
SR 61 (Doolittle Dr.)	Oakland city limit	Fernside Blvd.	State Route
SR 61 (Otis Dr.)	Fernside Blvd.	SR 61 (Broadway)	State Route
SR 61 (Broadway)	Otis Dr.	SR 61 (Encinal Ave.)	State Route
SR 61 (Encinal Ave.)	SR 61 (Broadway)	Sherman St.	State Route
SR 61 (Central Ave.)	Sherman St.	SR 260 (Webster St.)	State Route
SR 260 (Webster St.)	SR 61 (Central Ave.)	Posey/Webster tubes	State Route
SR 260 (Posey/ Webster tubes)	SR 260 (Webster St.)	Oakland city limit	State Route
Atlantic Ave.	SR 260 (Webster St.)	Poggi St.	Satisfies criteria
Atlantic Ave.	Poggi St.	Main St.	Connectivity
Park St.	Oakland city limit	Central Ave.	Satisfies criteria
Park St.	Central Ave.	SR 61 (Encinal Ave.)	Connectivity

CITIES OF EMERYVILLE, OAKLAND AND PIEDMONT

Route	From	To	Criteria
MLK Jr. Way	Berkeley city limit	SR 24	Satisfies criteria
SR 123 (San Pablo)	Berkeley city limit	35th St.	State Route
SR 13 (Tunnel Rd.)	Berkeley city limit	SR 24	State Route
SR 260 (Posey/ Webster tubes)	Alameda city limit	I-880	Satisfies criteria
23rd/29th Ave.	Alameda city limit	I-880	Satisfies criteria
SR 77 (42nd Ave.)	I-880	SR 185 (E. 14th St.)	State Route
SR 185 (E. 14th St.)	SR 77 (42nd Ave.)	San Leandro city limit	State Route
Hegenberger Rd.	I-880	Hawley St.	Connectivity
Hegenberger Rd.	Hawley St.	SR 185 (E. 14th St.)	Satisfies criteria
SR 61 (Doolittle Dr.)	Alameda city limit	San Leandro city limit	State Route
SR 13	SR 24	I-580	State Route
SR 24	I-980	Contra Costa County line	State Route
I-80 ⁴	SF County Line	University Ave.	State Route
I-580	I-80	MacArthur Blvd.	State Route
I-880	I-980	Hegenberger Rd.	State Route
I-980	I-880	SR 24	State Route

¹ Criteria Applied: a) must carry 30,000 average daily traffic for at least one mile, b) must be a 4- or more lane roadway, c) must be a major cross-town arterial, traversing from one side of town to the opposite side, and d) must connect to another CMP route or major activity center.

² State highways and interstate freeways are included in their entirety within each jurisdiction and include all mileage within Alameda County.

³ "Connectivity" indicates that the segment has been included in the designated system to provide continuity and avoid stub ends.

⁴ A portion of this CMP route to the Emeryville border includes the city of Berkeley.

CITY OF SAN LEANDRO

Route	From	To	Criteria
SR 61 (Doolittle Dr.)	Oakland city limit	SR 61/112 (Davis St.)	State Route
SR 61/112 (Davis St.)	SR 61 (Doolittle Dr.)	SR 185 (E. 14th St.)	State Route
SR 185 (E. 14th St.)	Oakland city limit	Ashland (unincorp.)	State Route
150th Ave.	Hesperian Blvd.	I-580	Satisfies criteria
Hesperian Blvd.	SR 185 (E. 14th St.)	San Lorenzo (unincorp.)	Satisfies criteria
I-880 ⁵	Hegenberger Ave.	I-238	State Route
I-580 ⁶	MacArthur Blvd.	I-238	State Route

SAN LORENZO, CASTRO VALLEY, ASHLAND (unincorporated areas)

Route	From	To	Criteria
SR 185 (Mission Blvd.)	San Leandro city limit	Hayward city limit	State Route
Hesperian Blvd.	San Leandro city limit	Hayward city limit	Satisfies criteria
SR 238 (Foothill Blvd.)	I-238	Hayward city limit	State Route
I-880 ⁷	I-238	A Street	State Route
I-238 ⁸	I-880	I-580	State Route
I-580 ⁹	I-238	I-680	State Route

⁵ A portion of this CMP route to the San Leandro border includes the city of Oakland.

⁶ A portion of this CMP route to the San Leandro border includes the cities of Oakland and Hayward.

⁷ A portion of this CMP route in the county includes the city of Hayward.

⁸ A portion of this CMP route in the county includes the city of San Leandro.

⁹ A portion of this CMP route in the county includes the city of Pleasanton.

CITY OF HAYWARD

Route	From	To	Criteria
SR 185 (Mission Blvd.)	Ashland (unincorporated)	SR 92 (Jackson St.)	State Route
SR 92 (Jackson St.)	I-880	SR 185 (Mission Blvd.)	State Route
SR 238 (Foothill Blvd.)	Ashland (unincorporated)	SR 185 (Mission Blvd.)	State Route
SR 238 (Mission Blvd.)	SR 92 (Jackson St.)	Union City city limit	State Route
A Street	I-880	SR 238 (Foothill Blvd.)	Satisfies criteria
Hesperian Blvd.	San Lorenzo (unincorporated)	Tennyson Rd.	Satisfies criteria
Tennyson Rd.	Hesperian Blvd.	SR 238 (Mission Blvd.)	Satisfies criteria
SR 92	San Mateo County line	I-880	State Route
I-880 ¹⁰	A Street	Alvarado-Niles	State Route

CITIES OF UNION CITY, FREMONT AND NEWARK

Route	From	To	Criteria
SR 238 (Mission Blvd.)	Hayward city limit	I-680	State Route
Decoto Rd.	I-880	SR 238 (Mission Blvd.)	Satisfies criteria
Mowry Ave.	I-880	SR 84 (Peralta Blvd.)	Satisfies criteria
SR 262 (Mission Blvd.)	I-880	I-680	State Route
SR 84 (Thornton Ave.)	I-880	Fremont Blvd.	State Route
SR 84 (Fremont Blvd.)	SR 84 (Thornton Ave.)	SR 84 (Peralta Blvd.)	State Route
SR 84 (Peralta Blvd.)	SR 84 (Fremont Blvd.)	SR 84 (Mowry Ave.)	State Route
SR 84 (Mowry Ave.)	SR 84 (Peralta Blvd.)	SR 238 (Mission Blvd.)	State Route
SR 84 (Niles Canyon)	SR 238 (Mission Blvd.)	I-680	State Route
SR 84	San Mateo County line	I-880	State Route
I-880	Alvarado-Niles	Dixon Landing	State Route
I-680	Scott Creek	SR 238	State Route

10 A portion of this CMP route to the Hayward border includes the city of Union City.

CITIES OF PLEASANTON, DUBLIN, LIVERMORE AND UNINCORPORATED AREAS

Route	From	To	Criteria
SR 84 (Vallecitos) ¹¹	I-680	SR 84 (Isabel Ave.)	State Route
SR 84 (Isabel Ave.) ¹¹	SR 84 (Vallecitos Rd.)	SR 84 (Kitty Hawk Rd.)	State Route
SR 84 (Kitty Hawk Rd.) ¹¹	SR 84 (Isabel Ave.)	SR 84 (Airway Blvd.)	State Route
SR 84 (Airway Blvd) ¹¹	SR 84 (Kittly Hawk Rd.)	I-580	State Route
1st St. ¹²	Inman St.	I-580	Satisfies Criteria
I-580	I-680	I-205	State Route
I-680	SR 238	Alcosta Blvd.	State Route

11 New alignment of SR 84 adopted by Caltrans in 2003

12 Portion of old SR 84 alignment found to meet the Principal Arterial criteria.

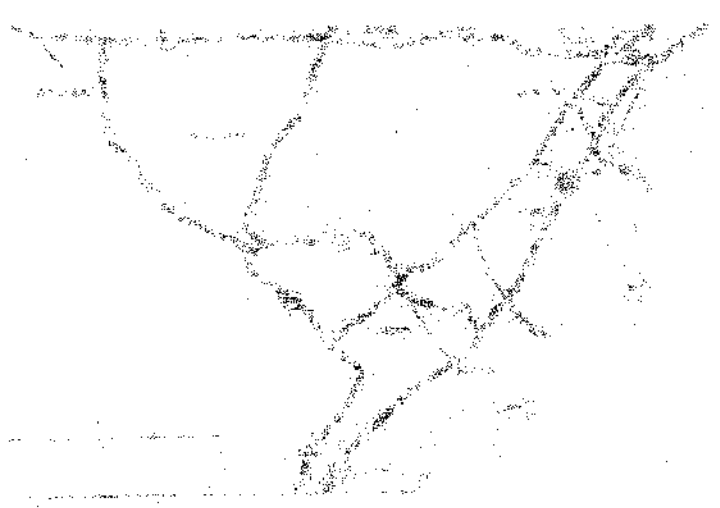


Figure 1 — Designated Countywide System Map

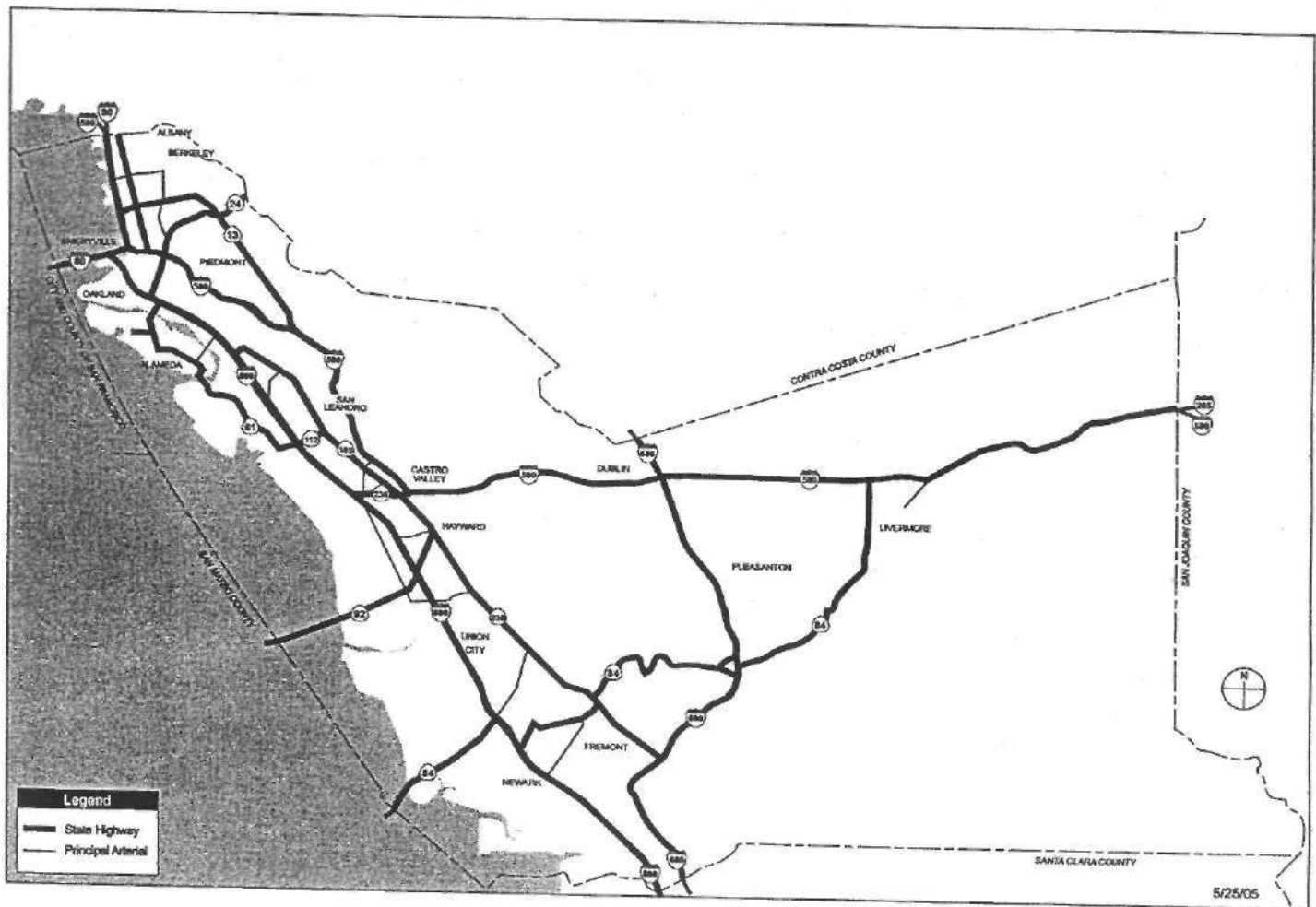
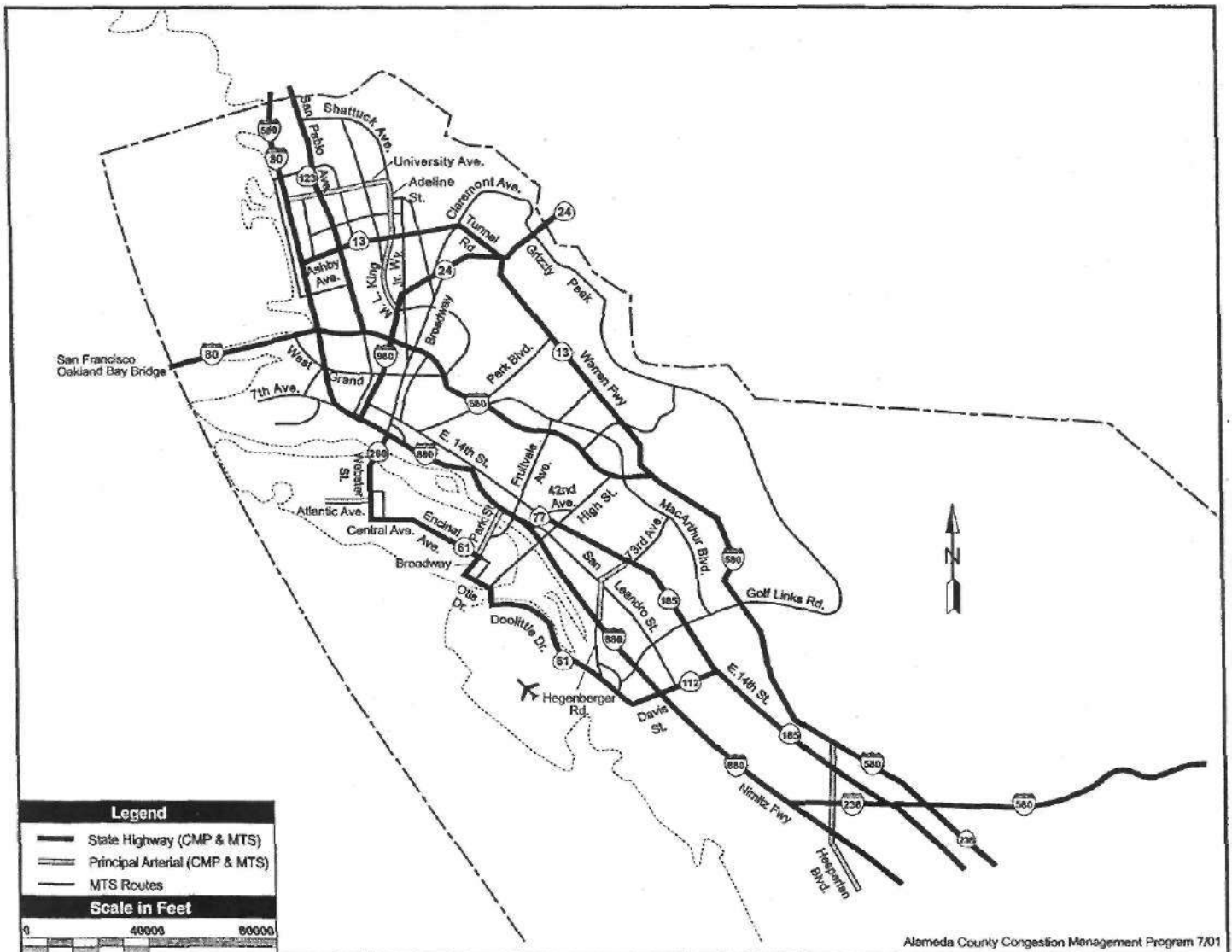


Figure 2 — Designated System Map for Alameda, Albany, Berkeley, Emeryville, Oakland and Piedmont



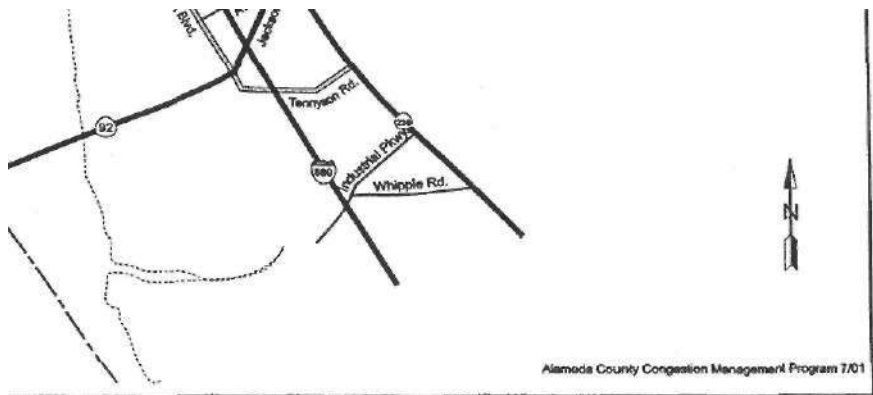


Figure 4 — Designated System Map for Fremont, Newark and Union City

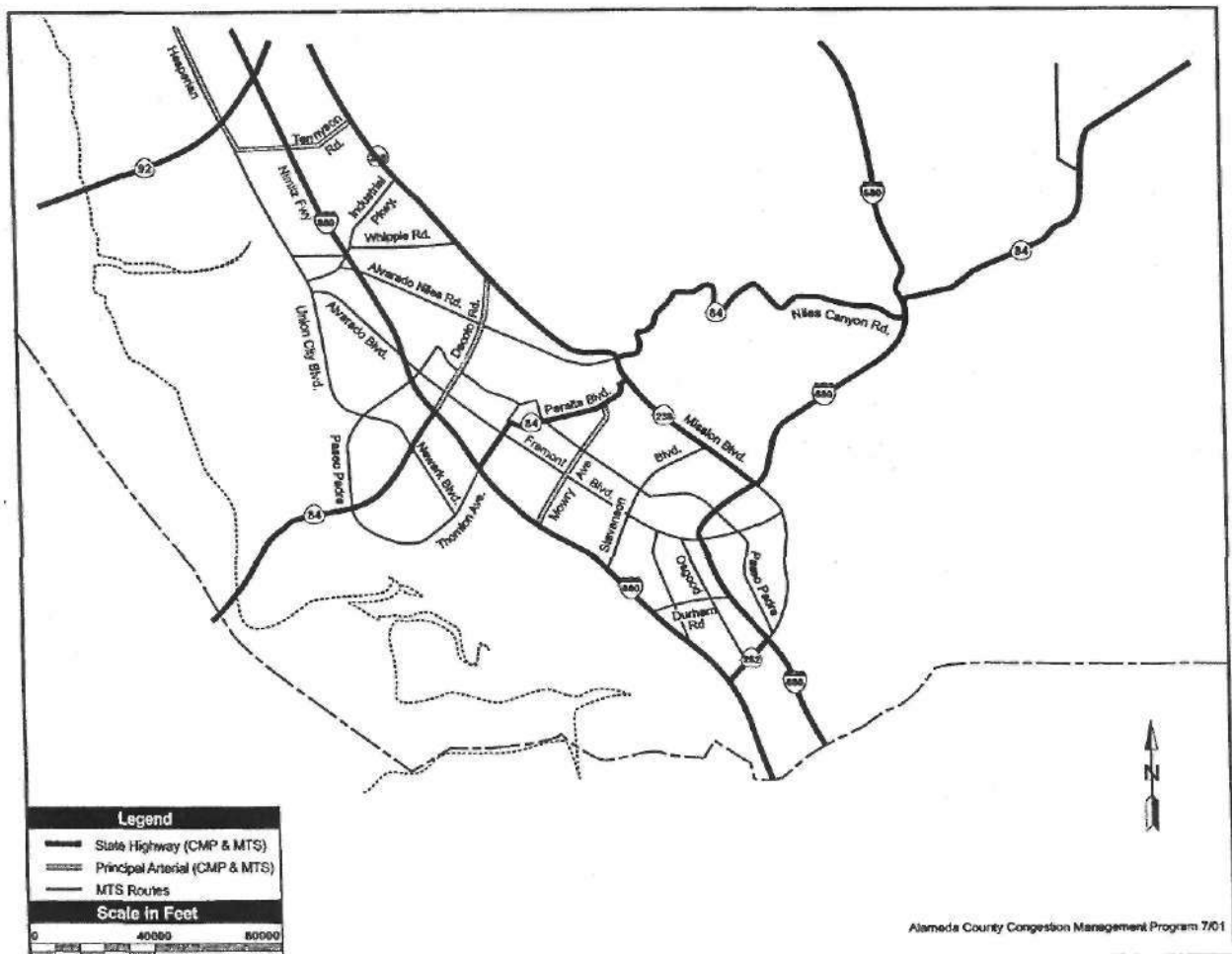


Figure 5 — Designated System Map for Dublin, Livermore and Pleasanton

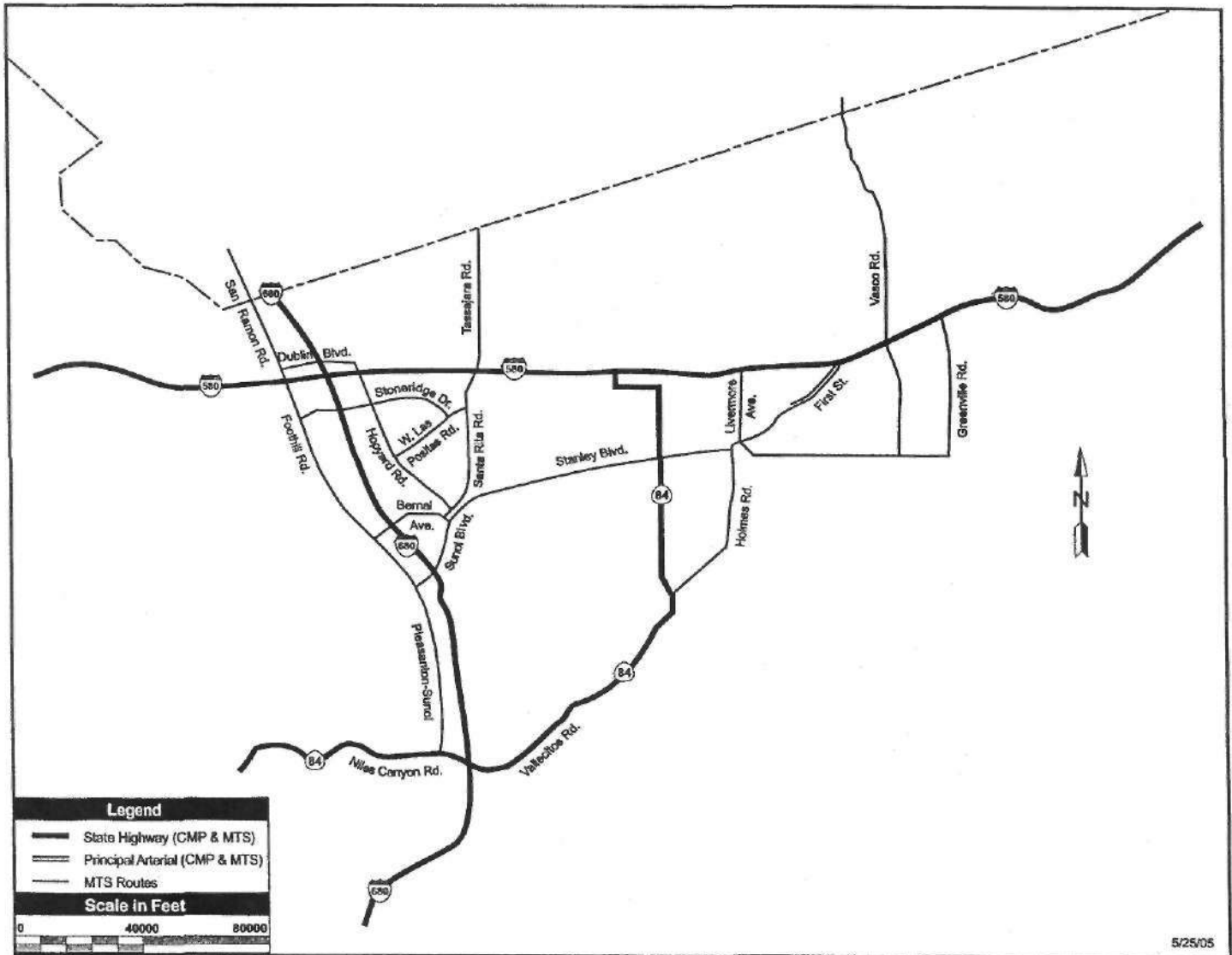
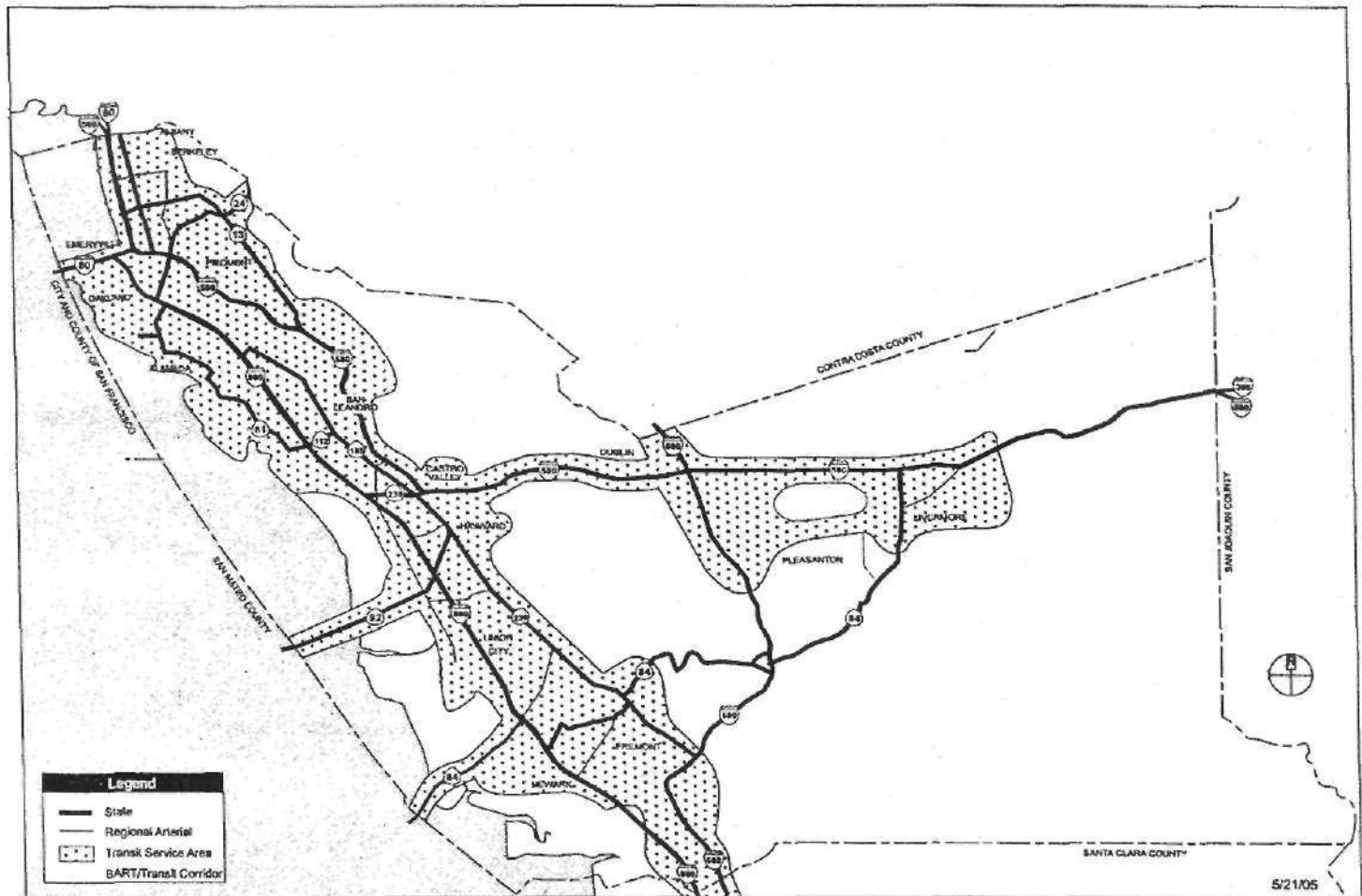


Figure 6 — Metropolitan Transportation System, Transit Corridors of Alameda County

The following are the operators that provide transit services in Alameda County:

1. AC Transit
2. Bay Area Rapid Transit (BART)
3. LAVTA
4. Union City Transit
5. ACE Commuter Rail,
6. Capitol Corridor,
7. Alameda-Oakland Ferry Service
8. Harbor Bay Ferry Service.

Figure 7 — Metropolitan Transportation System, Transit Corridors of Northern Alameda County Detail

